S Myrtle/Othello Street Project Frequently Asked Questions
UPDATED March 7, 2012

1. **Why make changes on S Myrtle/Othello Streets?**
   The proposed safety improvements will:
   - improve pedestrian safety
   - make it easier for pedestrians to cross the street
   - reduce speeding and collisions
   - improve access for left turns at driveways and intersections, and
   - improve pedestrian and bicycle connections.

2. **What are the proposed changes?**
   The project can be divided into 4 sections along S Myrtle/Othello Street:
   - From Beacon Ave S to 32nd Ave S
     - Re-channelization and parking changes
   - From 32nd Ave S to Martin Luther King Jr Way S;
     - Re-channelization
   - From Martin Luther King Jr Way S to Rainier Ave S;
     - Parking changes
   - From Rainier Ave S to Seward Park Ave S;
     - New curb and sidewalk; parking changes

TRAFFIC ANALYSIS

3. **What are the reported speeds for S Myrtle/Othello Street in the re-channelization section?**

	% over posted speed limit	85th percentile speed*	% Aggressive Speeders**
Eastbound direction	75%	40.3 mph	17%
Westbound direction	73%	39.2 mph	12%

***speed at which motorists are comfortable traveling.** ****greater than 10 miles/hour over posted speed limit**

4. What is the collision history S Myrtle / Othello?

- From January 2008 to December 2010, there have been 112 collisions along this roadway.
- In that same period of time, 8 collisions involving pedestrians and 1 involving a bicyclist have occurred.

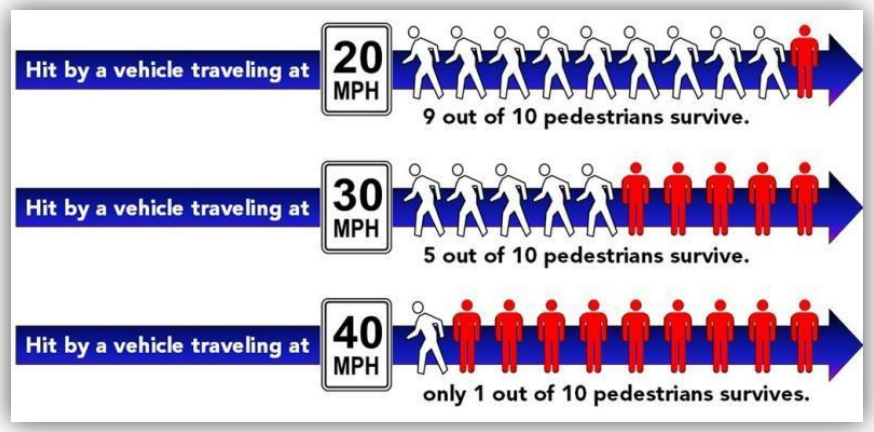
For all collisions, 37 percent resulted in injuries versus the citywide average of 33 percent for collisions on similar arterial streets.

5. What pedestrian and bicycle collisions have occurred on the corridor?

	Pedestrian	**Bicycle**
S Myrtle St between Beacon Ave S and 32nd Ave S	1	
S Othello St between Myrtle Pl and 38th Ave S	1	
S Othello St and 39th Ave S	2	
MLK and S Othello St	2	1
S Othello St and 43rd Ave S	1	
Rainier Ave S and S Othello St	1	
TOTAL	**8**	**1**

6. How will the proposed changes to S Myrtle/Othello Street affect speeding?

Creating a single through lane has been shown in national studies to calm traffic and to reduce collisions and speeds. S Myrtle/Othello Street currently experiences high speeds and high number of injury collisions. Thirty-three percent of collisions on the city's arterials result in injuries. On S Myrtle/Othello Street, the number is 37 percent. With the re-channelization, SDOT expects to see speeds closer to the posted speed limit.



7. **What is the street classification of S Myrtle/Othello Street?**
   S Myrtle/Othello Street is a **principal arterial** between Beacon Ave S and Martin Luther King Jr Way. It is a **minor arterial** between Martin Luther King Jr Way and Rainier Ave S and a **collector arterial** between Rainier Ave S and Seward Park S.
8. **Won't this project lead to more congestion and slow me down? How does SDOT know that reducing the number of lanes won't decrease the capacity of the street? That doesn't make sense.**
   SDOT has implemented many similar projects, and, for example, has installed center turn lanes on 27 streets over the past 30 years, without reducing capacity – a recent example is Fauntleroy Way SW. The turns motorists make onto S Myrtle/Othello Street's many side streets and driveways reduce the flow of traffic to only one effective through lane today. Adding a center turn lane creates more consistent traffic flow by removing conflicting movements from the travel lane.

   The capacity for a two-lane road is about 25,000 vehicles per day. The current average daily traffic on S Myrtle/Othello Street is about 11,600 motor vehicles each day (west of MLK) and 8,400 motor vehicles each day (east of MLK). National studies and our own experience in Seattle show that this level of traffic can be accommodated within the proposed 3-lane configuration. This is because left turning vehicles pull out of the travel lane into the left turn lane to wait to make a turn. This allows through traffic to flow unimpeded in the through lane.

9. **Aren't there too many cars on S Myrtle/Othello Street for this to work?** Other projects that have been implemented with higher volume are:

Street	Volume (average of 7 days of traffic)	AM Peak Hour		PM Peak Hour		Year implemented
		Eastbound/ Northbound	Westbound/ Southbound	Eastbound/ Northbound	Westbound/ Southbound	
S Myrtle/Othello Street --West of MLK	**11,600**	**329**	**361**	**505**	**418**	**At 35th Ave S**
N 45th Street, from Latona Ave NE to Stone Way N	22,757	656	681	732	774	1972
Delridge Way SW, from SW Dakota St to SW Myrtle St	15,680	754	491	614	826	1988
Madison St, from 7th Ave to Broadway	20,788	788	840	761	867	1994
Fauntleroy Way SW from California Ave SW to SW Edmonds St	16,466	1021	378	497	977	2009
NE 125th St at 15th Ave NE	16,200	549	553	746	787	2011

10. Won't changing the roadway from 4 lanes to 3 lanes increase congestion?

SDOT has performed an analysis of level of service at all traffic signal locations between Beacon Avenue S and Martin Luther King Jr Way S. SDOT also modeled travel time to compare the travel times on the existing roadway to the projected travel times along the proposed roadway. SDOT also took in-lane bus stops into account. The results of the expected changes in travel times are in the table below.

Peak volumes are heaviest in the afternoon. The following estimate is for afternoon peak hour (4-6pm) travel time from Beacon Avenue S to Seward Park Avenue S

		Current	Proposed	Increase
PM	Eastbound	3 minutes, 48 sec	4 minutes ,17 seconds	29 seconds
	Westbound	3 minutes, 45 sec	4 minutes ,7 seconds	22 seconds

11. **What are the level-of-service (LOS) calculations for all of the affected intersections that document the existing LOS and provide projections of the LOS with the proposed lane changes?** (Level of Service is a letter grade assigned to an intersection based on how much delay to vehicles occurs there. LOS A is the best with minimal delay and LOS F is the worst with most delay).

Note: No channelization changes proposed at Beacon Ave S & S Myrtle St or Martin Luther King JR Way & S Othello St

	AM Peak		**PM Peak**		**Delay Increase (seconds)**
	Current Lanes	**Proposed**	**Current Lanes**	**Proposed**	
W Beacon Ave S & S Myrtle St[d]	B	B	C	C	no change
E Beacon Ave S & S Myrtle St[d]	C	C	B	B	no change
32nd Ave S & S Myrtle St	A	A	A	A	1 second AM 1 second PM
39th Ave S & S Othello St	A	A	A	B	1 second AM 1.5 seconds PM
MLK Jr Way S & S Othello St	E	E	F	F	no change

12. **Did SDOT assess the pavement conditions on S Myrtle/Othello Street to provide bike lanes that can safely be utilized?** SDOT has evaluated the roadway pavement conditions and identified locations where pavement improvements are needed. Before re-channelization occurs, SDOT will repair the pavement for the entire section of the project area where needed. This will include the travel lanes in addition to the bike lanes.

TRAFFIC CONTROL

13. **Will the proposed changes to S Myrtle/Othello Street make it harder to enter and exit side streets?**

    Entering and exiting side streets and driveways along S Myrtle/Othello Street will be easier with the new roadway configuration. Currently, motorists making left turns must cross two lanes of traffic. With the addition of a center turn lane, left turning vehicles can use the left turn lane as a refuge when making turns and they will cross one lane of on-coming traffic rather than two. Gaps in traffic will be created due to the existing signals on the corridor.

14. **Why is there not a center turn lane proposed between Beacon Ave S & 32nd Ave S?**

    In this section, Van Asselt Playfield on the north side of the street does not have any driveways or vehicle access points. As a result, there are no left turns from the eastbound direction. For the westbound direction, there is limited demand for access to driveways. The street space is allocated to maintain unrestricted parking on the southside of the street and bicycle lanes.

15. **Can SDOT widen the road?**

    No, not without significant right-of-way acquisition and major capital investment. This is not supported by the traffic volumes on S Myrtle/Othello Street.

16. **Can SDOT increase the speed limit?**

    The city traffic engineer and the Seattle City Council have the authority to set speed limits. Traffic volumes, the road configuration, and the needs of the neighborhood do not warrant increasing the speed limit. The speed limit can be raised, but at the cost of more injury accidents and less pedestrian safety. The rechannelization and installation of a center turn lane is preferred because it results in traffic speeds closer to the speed limit.

17. **Why not control speeding with the use of traffic cameras and more enforcement by the Seattle Police Department (SPD)?**

    The Seattle Police Department already periodically enforces the speed limit. Increased police presence is helpful, but it is not a long-term answer to reducing speeds. Rechannelizations are recognized for their traffic calming abilities. Overbuilt

four-lane roads encourage speeding and place motorists, pedestrians and bicyclists at risk. On other roadways with rechannelizations, aggressive speeding –>10 MPH over the speed limit-- was reduced. Speeding is only one factor improved by a rechannelization, in addition to reductions in speeds we expect to have lowered collision rates, improved traffic flow, and increased safety for all users of the roadway.

18. Did SDOT's analysis consider emergency vehicles and how will they be impacted?

Yes. SDOT considers all users of the roadway when recommending channelization changes. Some specific changes on S Myrtle/Othello Street that should help emergency responders are:

1. For Beacon Ave S to 32nd Ave S section
    a. Currently one lane in each direction when vehicles are parked on both sides of the street. Although parking may be currently underutilized, as a result of this project, one lane in each direction with parking continued to be allowed on the south side of the street. Emergency responders will have consistently more total street width for all times of day as parking will be restricted on the north side of the street.
    b. Typical with any roadway with bicycle facilities, motorists, after verifying the bicycle lane is clear should pull as far to the right as possible to allow emergency vehicles to pass.
2. For the 32nd Ave S to Martin Luther King Jr Way section
    a. One lane in each direction with center turn lane. Emergency vehicles will have access to the center turn lane.
    b. No channelization or traffic signal changes to the l approach at Martin Luther King Jr Way.
3. For the Martin Luther King Jr Way to Rainier Ave S section
    a. Lanes widened to 10 feet (from 9 feet existing)
4. For the Rainier Ave S to Seward Park Ave S section
    a. Installing curb and gutter as well as paving the existing parking lane will designate where cars should be parked along the roadway and improve turning for larger vehicles at the northwest corner of Seward Park Ave S and S Othello Street.

19. What has been the response for the South Precinct?

SDOT met with Captain Nolan and discussed the proposed lane changes. Captain Nolan had no concerns with the continued ability of his officers to respond to emergencies. He also agreed that the center turn lane will provide space for emergency vehicles to pass.

20. What should I do when an emergency vehicles is approaching?

Similar to any street, motorists should pull as far to the right as possible. In this case, motorists should be certain the bicycle lane is clear and pull to the right, blocking the bicycle lane to allow emergency vehicles to pass is permitted.

21. **What has been the response for the Fire Department?**
    Chief Gary English has raised no concerns with the changes.

22. **Concern expressed that Safeway access is being affected by proposed changes. Cars will be "funneled" via turn lane or center turn lane into the Safeway parking lot 'behind Safeway'." Is SDOT creating a pedestrian/vehicle conflict because there are no sidewalks? What is SDOT's plan for sidewalks?**
    The "roadway" behind Safeway is owned and managed privately and is no longer public street right of way. SDOT does not have any plans to build sidewalks on private streets. Although pedestrians can walk in this area, the area is used primarily for delivery and access to Safeway and the other businesses.

    SDOT's proposed design is to install a left turn pocket on S Othello Street at the signalized intersection which will help improve business access. Left-turn pockets are a highly effective method for improving traffic flow and reducing collisions at intersections.

23. **Developers will walk away if the level of service gets worse at MLK and Othello. Concern expressed with health impacts of more cars idling at Martin Luther King Jr Way S and S Othello Street.**
    SDOT has analyzed the signal timing at this intersection with the proposed project. Neither the traffic signal timing, nor the lane configuration will be changed; therefore there will not be any additional delay at the intersection nor more cars idling.

    Even with new development at New Holly and Othello Station, traffic volume has been decreasing in the corridor and citywide. Traffic volumes have decreased 12% since 1996 in part due to gas prices, demographic changes, economic recession and the introduction of Link light rail.

24. **Can SDOT designate right turn only lane (except transit) at the intersection of S Othello Street and Martin Luther Jr Way S going westbound?**
    Yes, SDOT has evaluated this request and will be able to make this change as part of the project.

25. **Can SDOT place a barrier or guardrail where Myrtle Place turns into Myrtle Street?**
    SDOT evaluated this request including a review of the collision history and a site visit.
    Factors that typically warrant guardrail installation are an excessive drop or grade change, roadway geometry that would lead to an increase in run off the road collisions, and a history of reported run off the road collisions.

There is no drop associated with this location. The existing geometry of the street suggests a reasonable and prudent driver should be able to negotiate this curve without any problems. There is adequate visibility around this curve and a visible advanced curve warning sign. Our records indicate one reported westbound run off collision reported since 2008. While it is not city policy to wait for a collision to occur prior to reviewing or implementing safety improvements, the historical incidence of reported collisions is an indicator of whether or not a street or intersection is operating reasonably as planned for ordinary travel.

After reviewing the street in accordance with SDOT guidelines, SDOT will not be installing a guardrail at this time.

26. **What happens when we have heavy snow?**
Seattle Department of Transportation's goal is to achieve bare and wet pavement on specified streets within eight to twelve hours after a lull in the storm. Specifically, S Myrtle/Othello Street will have one lane in each direction bare & wet.

To be prepared and know what to expect, please visit SDOT's winter weather website at:
http://www.seattle.gov/transportation/winterweather.htm

27. **People may use the center turn lane to pass, consider installing medians to prevent passing.**
The project proposed a center turn lane where left turn access is needed to enter driveways or side streets. Adding a median in the center turn lane would restrict this access.

28. **The hill on S Othello Street is very steep, why place bicycle facilities on such a steep hill and not a parallel residential street?**

Myrtle / Othello is an important and direct connection for all roadway users. The grade of the steepest hills on S Myrtle and Othello Streets are approximately 6.5%. East-west connections in Seattle tend to be hilly. Other examples of steep grades with bike facilities are Yesler Way over I-5 with a grade of 15% and E Cherry St with an average grade of 9%.

TRANSIT AND FREIGHT

29. **I catch the bus on S Myrtle/Othello Street. How will the changes affect my bus ride?**

SDOT is working closely with METRO transit to evaluate the impacts of the roadway changes on transit and transit users. METRO is in the process of evaluating the number and location of transit stops on S Myrtle/Othello Street to improve speed and reliability in coordination with the lane reconfiguration. METRO is also evaluating options to lessen the impacts of in-lane transit stops on transit and motor vehicles. For transit users and pedestrians, the roadway will be easier to cross because there will be one lane of traffic to negotiate at a time to cross the street.

30. Did SDOT consider impacts to truck traffic and deliveries?

Yes, although,S Myrtle/Othello Street is not a designated freight route, the current design includes 11 foot wide lanes for much of the corridor, this is a standard width that accommodates trucks and buses.

31. Buses going up the hill will be slow. How has this issue been accounted for?

Yes, we have accounted for this in our travel time analysis.

32. How can drivers get around stopped buses in a single lane with a center turn lane and bike lanes?

When a bus makes an in-lane stop on a roadway with a bike lane, the bus will pull to the curb in the bike lane. Cars behind the bus will have to wait; it is illegal to pass in the center turn lane.

33. Othello is one of the few east-west arterials, how will the project impact transit?

There will be several improvements to help transit:

A. In lane bus stops on S Myrtle, two eastbound and two westbound
B. New left turn lane at 38th Ave S where the bus makes a left turn
C. For transit users and pedestrians, the roadway will be easier to cross because there will be one lane of traffic to negotiate at a time to cross the street.
D. Southbound bus on Seward Park Ave S turns westbound onto S Othello Street runs over the existing corner. This project will provide a permanent fix so the bus doesn't run over the curb and sidewalk.

34. Are more bus stops being added along the corridor?

No.

35. How many in-lane bus stops are being added with the project?

There will be two new in-lane bus stops eastbound and two new in-lane bus stop westbound where drivers will have to wait for the bus to load and unload. These new in-lane stops are on S Myrtle Street.

	S Myrtle Street at 32nd Ave S	S Myrtle Street at Holly Park Drive S
In Lane Bus Stop	Eastbound & Westbound direction	Eastbound & Westbound direction

36. What types of backups will result with the in-lane stops?

There will be some additional delay for drivers after the project is complete but even in the peak hour when traffic is heaviest the additional delay will be less than half a minute for the entire corridor from Seward Park Ave S to Beacon Ave S. The additional delay includes signal operation analysis as well as transit operation analysis.

While in-lane stops can be frustrating for some drivers, they improve transit speed and reliability by reducing delay because the bus doesn't have to pull out of the travel lane and then wait for a courteous driver to let them back into traffic.

See additional analysis in question #11.

37. With the in-lane bus stop at the traffic signal at 32nd Ave S, if a bus is stopped loading and unloading passengers how will a vehicle, entering S Myrtle/Othello Street from the traffic signal, negotiate around the bus?

Motorists will have to wait until the bus completes the unloading and loading process.

PEDESTRIANS

38. **For pedestrians, how will the project make it easier to cross? Is it possible to add crosswalks along corridor especially at Othello Park and cross streets?**

Yes, SDOT evaluated potential pedestrian crossing improvements along the corridor and will installed new marked crosswalks at 38th Ave S and 43rd Ave S.

A four lane street is difficult for pedestrians to cross because of the risk of a multiple threat collision, a situation in which a driver in one lane stops for a pedestrian, but the driver in the next lane does not. We find that on busy streets the most beneficial improvements are either a reduction in the number of vehicle lanes or the installation of a traffic signal. With three lanes, pedestrians can cross one direction of traffic at a time and find refuge in the center lane. The three lane roadway also allows SDOT to evaluate crossing locations for installation of marked crosswalks and median crossing islands for example. These pedestrian features are rarely installed on four-lane roadways.

39. **The intersection of 32nd Ave S and S Myrtle is a problem for pedestrians. Several of our English students have nearly been hit by cars while crossing S Myrtle on a walk signal. (The cars are turning left from 32nd Ave S to east bound S Myrtle St.)**
SDOT is evaluating potential pedestrian improvements at this intersection.

40. **Is it possible to provide improvements to crossing of Rainier such as a bike/ped island in the middle of Rainier?**
The center lane on Rainier Ave S is a left turn pocket with high demand. Installing a median island is not feasible; however, SDOT is evaluating other potential pedestrian improvements at this intersection.

41. **Why do pedestrians have to meet a certain volume to mark crosswalks when bicyclists are getting bicycle lanes without meeting any volume criteria?**

Although a legal crosswalk exists at every intersection, unless otherwise signed, some locations have marked crosswalks. A marked crosswalk normally indicates one of two things. First, a marked crosswalk can indicate a preferred pedestrian crossing location. A preferred location is the safe place for a pedestrian to cross. Perhaps it is a location where lighting or visibility is best among a number of options, or where the potential for pedestrian-vehicle conflicts is lowest. In other words, we mark a crosswalk in a place where we want people to cross. Second, we do mark crosswalks at locations where there are simply a consistent number of pedestrians crossing – many of these installations are related to elementary school walking routes.

Some of the main factors that go into a decision about whether or not to mark a crosswalk are the characteristics of the roadway itself. Features such as the number of lanes that pedestrians must cross, the proximity of the location in question to existing traffic signals, and the number of pedestrians who cross the street consistently at that location, all help to answer the question that we ask: “Will a marked crosswalk benefit pedestrians?” A marked crosswalk, in and of itself, does not increase safety.

A marked crosswalk is one tool we use to increase driver awareness of pedestrians who are crossing the street, as well as to indicate a preferred location for those pedestrians to cross. For a crosswalk to be useful, drivers must expect pedestrians at that location. Therefore the number of pedestrians crossing at a given location is important. When marking a crosswalk we like to see approximately twenty pedestrians crossing in a one-hour period. This helps drivers

become more accustomed to stopping for pedestrians and not grow accustomed to seeing an empty crosswalk on a continual basis.

The City of Seattle has made a commitment to reduce the effects of global warming. One such way is by adopting policies such as the Complete Streets Policy and the Bicycle Master Plan to provide guidelines on how SDOT can safely and comfortably accommodate citizens who choose to use various forms of non-motorized transportation through the design of our roadways. Currently, thousands of Seattle residents bicycle year-round and our goal is triple the number of people biking by 2017. To meet this goal, providing facilities is the best way to get people on their bikes.

Placing bicycle facilities on arterial streets enables bicyclists to use the most direct routes to workplaces, shopping areas, schools, transit, post offices and other destinations. Arterial streets also tend to have gentle grades, compared to some notably steep non arterial streets in the city. A lack of bicycle facilities on the city's arterial street system prevents more people from making trips by bicycle and makes conditions less comfortable for bicyclists.

BICYCLES

42. What is a sharrow?

A sharrow, or shared lane marking, are bicycle symbols that are placed in the roadway lane indicating that motorists should expect to see and share the lane with bicycles.

What a motorist should know:

- Expect to see and share the roadway with bicyclists.
- Follow the rules of the road.

What a bicyclist should know:

- Use the sharrow to find your way along the greenway.
- And to guide where you ride in the roadway.

43. Why not use a sharrow marking instead of striping dedicated bicycle lane?

When adding bicycle facilities to a corridor, SDOT uses a variety of tools to determine what type of facility would be appropriate. In the Bicycle Master Plan SDOT developed a variety of bike facility choices: off-street trails, signed bike routes, sharrows, climbing lanes, bicycle boulevards, etc. We recognize that not all cyclists are comfortable with all the

different bike facilities available and each corridor has different characteristics such as existing roadway width and volumes that help us determine which type of facility is appropriate.
Bike lanes on arterial streets offer the most direct routes to work places, shopping areas, schools transit hubs and other destinations. A lack of bicycle facilities on the city's arterial street system prevents more people from making trips by bicycle. This project helps to fulfill Seattle's Complete Streets policy by ensuring that safe and comfortable bicycle travel is facilitated. Bike lanes are being installed because they are a well studied facility type that, according to multiple studies, actually reduces the number of bicycle collisions as compared to the use of unmarked streets.

44. Why add bike lanes?

Bike lanes on arterial streets offer the most direct routes to work places, shopping areas, schools transit hubs and other destinations. A lack of bicycle facilities on the city's arterial street system prevents more people from making trips by bicycle. This project helps to fulfill Seattle's Complete Streets policy by ensuring that safe and comfortable bicycle travel is facilitated. Bike lanes are being installed because they are a well studied facility type that, according to multiple studies, actually reduces the number of bicycle collisions as compared to the use of unmarked streets.

45. How do the bike facilities on S Myrtle/Othello Street connect with the rest of the bicycle route system?

Bike lanes on S Myrtle/Othello Street will connect to existing bicycle facilities on Beacon Avenue S and Swift Avenue S as well as the Chief Sealth Trail, the southeast Seattle signed bicycle route and the commonly used Lake Washington Loop. Biking to neighborhood destinations will be easier. Bike facilities will provide new transportation options to access the Van Asselt Community Center and playfield, New Holly Library, Safeway and other shops in the Othello urban village, Othello Link Light Rail Station and Othello Park.

The Myrtle / Othello corridor has also been identified as a designated signed bicycle route. The Seattle Bicycle Master Plan identifies over 200 miles of signed bike routes that link all major destinations in Seattle. The signs installed on Myrtle / Othello will connect the popular cycling route along Lake Washington with Beacon Hill, directing cyclists to places like Othello Station and the Chief Sealth Trail along the way.

46. What guides the city's bike and pedestrian improvements?

The City of Seattle adopted a Complete Streets Policy by resolution in 2007. The guiding principle of Complete Streets policy "is to design, operate and maintain Seattle's streets to promote safe and convenient access and travel for all users --- pedestrians, bicyclists, transit riders, and people of all abilities, as well as freight and motor vehicle drivers". In addition the policy states that the " Seattle Department of Transportation (SDOT) will implement Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for bicyclists, pedestrians, transit and freight in a manner consistent with, and supportive of, the surrounding community".

47. I prefer to ride my bike on residential streets. Why doesn't the city consider using residential streets for bicycle routes?

SDOT encourages all bicyclists to exercise their own judgment regarding which roadways they feel most comfortable riding a bicycle on. To accommodate bicyclists of varying comfort levels the Seattle Bicycle Master Plan recommends on and off arterial routes. In the Othello area the plan recommends signed bicycle routes on residential streets parallel to Rainier Avenue S. SDOT has provided signage and pavement markings to help cyclists navigate this residential route.

PARKING

48. Is it possible to mark parking spaces (for more efficient use) in the block between Seward Park Ave S and Rainier Ave S?

No. The city does not mark parallel parking spaces. If the city were to mark the parking spaces, the standard space would require 20 feet. A typically vehicle is 15 feet and without striping people will park more efficiently.

49. Parking is changing along the corridor. What is proposed in each section and did SDOT consider the existing parking demand?

Parking studies were conducted weekend and weekdays in January, July, September, and October 2011
SDOT found that with parking moved to one side of the street even at peak demand times, there would still be space available for additional parked cars.

a. From Beacon Ave S to 32nd Ave S, parking is currently allowed on the south side of the street with AM peak period restrictions on the north side of the street. Parking will remain on the south side of the street only. This would accommodate the regular parking demand of the adjacent houses. During games at Van Asselt playfield, there will be approximately 5 vehicles that will not be accommodated on the street. The motorists will need to

park off of S Myrtle Street. Other options are in a driveway, on Beacon Ave S, the community center parking lot, or one of the streets north of the playfield.

b. From Martin Luther King Jr Way S to 44th Avenue S there will be no changes to existing parking. This is in front of Othello Park where parking is already restricted on the south side. The project would keep parking on the north side of the street from 44th Avenue S to 45th Avenue S.
c. From 45th Avenue S to 46th Avenue S parking is currently allowed on both sides of the street. With this proposal, parking will be allowed on the north side of the street only. During peak demand, there will still be space available for seven additional vehicles.
d. From 46th to Rainier is currently allowed on both sides of the street. With this proposal, parking will be allowed on the south side of the street only. During peak demand, there will still be space available for 13 additional vehicles.
e. From Rainier to Seward Park Ave S, parking is currently unregulated and unorganized because no curbs exist on the street. Parking will change to parallel on-street parking and during peak demand one vehicle may need to park in a driveway or on a side street.

50. **Concern expressed with parking and lane widths on Seward Park Ave S**.
SDOT will review collisions along the corridor in 2012.

PROJECT FUNDING

51. How is this project funded?

S Myrtle/Othello Street competed for funding with 37 other neighborhood projects through the Neighborhood Street Fund (funded by the Bridging the Gap levy approved by voters in 2006). Additional funding is also provided by the Bicycle Master Plan implementation.

52. How much will the project cost to install?

- $250,000 for pavement repair (SDOT's arterial maintenance program has already begun this work)
- $75,000-100,000 for removal of existing and installation of new paint and legends
- $650,000 for frontage improvements between Seward Park S and Rainier Ave S

COMMUNITY OUTREACH

53. What outreach did SDOT conduct for the Open House?

Here is the list of outreach tools we utilized to announce the open house and solicit feedback:

- Open House flyer for the over 4,000 properties and businesses located between Beacon Ave S and Seward Park Ave S and S Holly Street and S Kenyon Street on October 18, 2011.
- Fliers distributed to the Dept. of Neighborhood (DON) coordinators for distribution.
- E-mail notice sent to more than 25 neighborhood organizations (community and business groups, affinity groups, etc.)
- Web site
- Community open house held on November 3, 2011
- Comments were taken until November 17, 2011.

54. What other outreach has occurred?

- Letters to property owners along S Othello Street from Seward Park S to Rainier Ave S, November 14-17, 2011
- Opportunity to meet with the Project Manager to go over the project details

55. S Othello is an Urban Village, did SDOT consider population growth and development for the future?

Yes. Development in S Othello has been increasing for the past few years, yet traffic volumes on **S Myrtle/Othello Street** have been steadily decreasing since 1999. Even if vehicle traffic does increase, excess capacity on the roadway will absorb the additional volume.

56. Othello has many small businesses. What will the economic impacts be to the business district with the changes to S Myrtle/Othello Street?

There are economic benefits to slowing speeds, calming traffic, and improving bicycle and pedestrian circulation in a business district. Auto drivers will be able to better access business driveways and parking lots S Myrtle/Othello Street with the installation of a center turn lane. One study showed that a 5 to 10 mph reduction in traffic speeds increased residential property values by about 20%. ("Evaluating Traffic Calming Benefits, Costs and Equity Impacts," Todd Litman, Victoria Transport Policy Institute, 1999.)

57. What is the estimated project timeline?

Final decisions on the project will be made in early 2012 with implementation in the summer of 2012

58. Who do I contact about the project?

You may email walkandbike@seattle.gov or call 206-684-7583.